

Loudoun County Economic Development Commission

Resolution of Support

For the Metropolitan Washington Airports Authority Proposal to Operate the Dulles Toll Road and Build Rail to Loudoun County

February 3, 2006

WHEREAS, Washington Dulles International Airport is a major employer and attraction for commerce and visitors to Loudoun County, owned and operated by the Metropolitan Washington Airports Authority ("MWAA"), an interstate public agency whose governing body is appointed in part by the Governor of Virginia; and

WHEREAS, MWAA has been both a highly-successful and internationally-recognized leader in airport management and is a public sector institution that has long been a key and reliable partner in the region in solving transportation problems, and has contributed to significant transportation projects within its property including the Dulles Toll Road, the Dulles Connector Road, Route 28, Route 606, park-and-ride lots, and a crucial portion of the Dulles Greenway; and

WHEREAS, Washington Dulles International Airport, from its opening in 1962, was planned to accommodate rail through the reservation of the median of the Dulles Airport Access Highway and that rail continues to be a key element of the plan to provide access to the Airport and to help meet its long-term growth projections; and

WHEREAS, the land beneath the Toll Road, as well as the rest of the Dulles Transportation Corridor ("DTC"), is owned by the Federal Government and leased until 2067 to MWAA as part of Washington Dulles International Airport; and

WHEREAS, MW AA has been involved as a major stakeholder in the planning process for the extension of rail in the Dulles Corridor; and

WHEREAS, MWAA has proposed, in a proposal submitted to the Governor of Virginia dated December, 2005 (the "Proposal"), to operate the Dulles Toll Road and build rail through Dulles Airport to Loudoun County; and

WHEREAS, MWAA has had significant experience in major construction projects, having successfully completed on time and with an investment of over \$2.5 billion in capital development projects at both its airports and is currently investing an additional \$4 billion at Dulles; and

WHEREAS, the Commonwealth of Virginia has managed the environmental process for the Dulles Corridor Metrorail Extension for Phase 1 and 2 to the point where the first phase of the project is in the implementation phase; and

WHEREAS, the Dulles Corridor is projected to grow by 300,000 jobs and 300,000 residents in the next 20 years, continuing to build on its dominant position in the regional economy and exacerbating the need for additional surface transportation capacity in the corridor; and

WHEREAS, the Proposal has the potential to provide financial savings through the use of low-interest, tax-exempt financing and the ability to leverage revenues; and

WHEREAS, the Proposal would ensure that rail is constructed in one, single phase through Dulles Airport and into Loudoun County and that all toll revenues generated in the corridor stay in the corridor and are used for investment in local transportation facilities; and

WHEREAS, as employers are searching for locations which offer all methods of transportation modes and access, Loudoun County will benefit from this additional source of access to the regional workforce;

NOW THEREFORE BE IT RESOLVED, that the Loudoun County Economic Development Commission supports the Proposal to continue Metrorail from West Falls Church to Dulles Airport and into Loudoun County in one, single phase and urges the Loudoun County Board of Supervisors to support the Proposal and the Governor of Virginia to evaluate the Proposal in a timely manner and ensure that its investment and time saving elements are favorably endorsed to the Commonwealth Transportation Board and included in the DTC solution.

**LOUDOUN COUNTY ECONOMIC
DEVELOPMENT COMMISSION**



By: Joseph G. Paciulli, Chairman

Date: _____

2/3/06